

Wetlands Coordination ♦



Wetland Avoidance and Minimization Checklist

Project Name: *Manokotak Airport Relocation*
Project Number: *55313*

I. Project Scope: Provide a brief description of and reason for the project.

BACKGROUND

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to relocate the Manokotak Airport. Manokotak Airport is located in the Dillingham Census Area, 25 miles southwest of Dillingham on the Igushik River (Figure 1). As with most rural villages in Alaska, the airport is the primary means of transportation – and during spring and fall the only means – connecting the community to outside essential services. The village depends on the airport for medevac transport, the transport of mail and supplies, general passenger service to and from Manokotak, and employment opportunities outside of Manokotak.

The relocation would provide a safer and more reliable facility for emergency and daily transportation needs. Existing conditions at Manokotak Airport fail to meet the minimum safety standards established for rural Alaska airports for several types of aircraft currently operating in Manokotak. These deficiencies include:

- Runway too short and too narrow
- Runway safety area too narrow
- Taxiway and taxiway safety area too narrow
- Substandard separation distance between runway and aircraft parking area
- Runway surface in poor condition
- Poor drainage, especially in spring when snow berms along the runway are melting
- Terrain penetrations
- Bulk fuel storage facility, gas station, antenna, and residences along the approach
- Crosswind problems due to runway alignment relative to the local prevailing winds
- Inadequate snow storage area, resulting in snow berms penetrating the airspace
- Lagoon and landfill too close to the south end of the runway
- Inadequate clearance of transitional surface by access road and vehicles

PROJECT DESCRIPTION

ADOT&PF proposes to remedy these deficiencies by relocating the airport. Relocation is recommended because expansion at the existing site would present the following challenges:

- An extension of the existing runway would be expensive and could be unstable due to organic soils
- An extension would affect higher value wetlands

- Upgrade to provide for Non-Precision Instrument (NPI) approach capabilities increases obstruction by the adjacent hill
- The armory, fuel tanks, and homes would continue to obstruct the airspace
- The inadequate distance from the sewage lagoon and landfill would not be addressed
- Problems with crosswinds, snow removal, and snow storage would not be remedied
- Future expansion of the airport, if needed, would not be easily accommodated
- Land for community expansion near the original town site would remain unavailable due to conflicts with the airport use

The ADOT&PF is proposing to relocate the airport to an upland area located to the southeast of the Manokotak Heights subdivision. Figures 2 and 3 depict the proposed facilities, including the access road. The proposed project would construct a new 3,300' x 75' gravel surfaced runway with a 3,900' x 150' safety area. A 250' by 400' aircraft-parking apron would be connected to the runway by a taxiway. Construction of the proposed improvements would:

- Expand the runway to accommodate the design aircraft with Non-Precision Instrument (NPI) (global positioning system [GPS]) capabilities
- Surface the entire facility with crushed aggregate surface course
- Provide adequate area for snow storage
- Construct an apron and taxiway system with the required separation distances
- Meet FAA standards for airspace and compatible land use
- Install a pilot-operated airport lighting system
- Install precision approach path indicators (PAPI), runway end identification lighting (REIL), and associated pads
- Install an automated weather observation system (AWOS) pad
- Increase the number of snow removal equipment storage building (SREB) bays to two
- Extend the overhead electrical line to the new facility

Given the substantial investment required to relocate the airport and the large population of Manokotak, it was considered prudent to identify a site that would allow for future expansion. Thus, the identified site could support future expansion beyond 3,300' to a 4,000' runway length.

POTENTIAL MATERIAL SITES

It is expected that the contractor would obtain material from the most cost-effective of three identified sites (Figure 3). Manokotak Natives, Ltd., owns the surface rights at all sites, and the Bristol Bay Native Corporation (BBNC) retains ownership of the subsurface rights.

The airport facilities (runway, taxiway, apron, pads, and access road) embankment would consist of borrow material (approximately 270,000 cubic yards). The material will likely come from excavation at the proposed Ridge material site because of the close proximity to the project. Approximately 40,000 cubic yards of surface course is likely to come from expansion of the Weary River Access Road site or from within the existing unvegetated floor of the Loop Road material site. An estimated 82,000 cubic yards of subbase material is likely to come from the Ridge or Weary River Access Road material sites. If the contractor chooses to obtain material from the Ridge site, he would be required to grade it to drain and avoid ponding due to the proximity to the proposed airport site. Although penetration of the water table is not expected,

excavation below it in any material site would be backfilled with overburden or unusable excavated material to a height of 2 feet above the water table to eliminate ponding. The overburden would be stockpiled on uplands and would be left-in-place, graded and seeded, or placed in the excavated area, depending on the landowner's intent for future development.

The potential Ridge material source was preliminarily delineated as a wetland/upland mosaic with one-third of the area considered wetland and two-thirds considered uplands. In a jurisdictional determination (April 13, 2004), the USACE requested a more detailed wetland survey of the potential Ridge material source on the west side of the proposed access road to Alternative R3 prior to construction but approved all other wetland delineations conducted for this project. The second, more detailed survey classified the Ridge site as uplands (ADOT&PF, 2004). The USACE provided a jurisdictional determination on November 5, 2004, concurring that the Ridge material site is uplands.

Two small PSS/EM wetlands are located on the east side of the existing Weary River Access Road material source. Both of these wetlands would be protected by 100-foot buffers.

WETLAND IMPACTS

Fill

Due to the avoidance efforts described in the respective sections of this checklist, the placement of fill material in wetlands is not required.

Non-Jurisdictional Clearing in Wetlands

Approximately 200 acres of tree clearing from undeveloped land would be required to construct the airport facilities and remove airspace penetrations. Of those 200 acres, approximately 21 acres would be in wetlands. Tree clearing in wetland areas would be restricted to hand clearing or hydroax while the ground is frozen; therefore, the activity would not constitute the placement of fill in wetlands.

II. Avoidance Measures:

1. Can the proposed project or project components be located in a non-wetland area? ☐ Yes ☒ No
If not, explain in detail why not? (Refer to preliminary jurisdictional wetland determination.)

The project, as designed, has avoided all impacts related to the placement of fill in wetlands. The access road and apron have been sited to avoid wetlands in the vicinity.

At the Weary River Road material site, the contractor would be required to maintain a 100-foot buffer between the Wetlands #3 and #4 and the material extraction activities to avoid wetland impacts.

Expansion of the Loop Road material site and possible wetland impacts can be avoided by excavating from within the existing unvegetated floor of the pit.

1.a. If yes, does this non-wetland area provide unique habitat to the area or contain other protected resources (e.g., cultural resource, federally listed or candidate species, bald eagles or other raptors)? Consult with the agency with jurisdiction or expertise if appropriate, e.g., Corps, FWS, NMFS, ADF&G. ☐ Yes ☐ No

1.b. Are there other project related impacts to the non-wetland area that are considered substantial (e.g., subsistence use or other socio-economic factors)? Consult with the agency with jurisdiction or expertise if appropriate, e.g., Corps, FWS, NMFS, ADF&G. ☐ Yes ☒ No

2. In consideration of forecast changes in aircraft use, future airport projects, expected community growth and maintenance considerations, have facilities been sited to avoid wetland impacts? ☒ Yes ☐ No

Has this been applied to all individual components of the airport (e.g., the runway, taxiways, aprons, lease lots, navigational aids)? ☒ Yes ☐ No

The primary advantage for relocation of the airport vs. expansion of the existing facility is safety-related; however, the expansion would impact a significant amount of valuable wetlands and the relocation avoids all direct wetland impacts.

2.a. Can dimensions of facilities be traded off; i.e., length vs. width of the apron in order to lessen impacts? ☐ Yes ☒ No

2.b. Can the footprint of specific project components be reduced to avoid wetlands i.e., steeper side slopes on support facilities? ☐ Yes ☒ No

2.c. Can Facilities be consolidated to avoid impacts? ☐ Yes ☒ No

2.d. Have existing roads, pads, runways and other facilities been incorporated into the design of the proposed project to avoid wetland impacts? ☐ Yes ☒ No

See #2 above.

3. Have crossings of fish streams been avoided? (Consult the Anadromous Fish Catalog or contact ADF&G for information on fish bearing waters.) ☒ Yes ☐ No

4. If the Regional Environmental Coordinator has determined that the project may adversely affect Essential Fish Habitat (EFH) list the preliminary EFH conversation measures.

No EFH would be affected by the proposed project.

5. Are bald eagle nest trees at least 330 feet from the project? ☒ Yes ☐ No If not, consult FWS.

6. Have abandoned pads, roads, runways and other fills associated with the airport project been considered for gravel re-use, rehabilitation, and/or restoration? ☒ Yes ☐ No

Because of a reverter clause, a portion of the existing airport property would be released to the City and/or Manokotak Natives, Ltd. for use. The conditions of this release have not yet been negotiated. Because the land is suitable for construction and land to build on is limited, it is likely that the community would desire to keep all existing pads for future development. Further, hauling of this material to the proposed runway site would not be cost-effective.

III. Minimization Measures (If the impacts can't be avoided continue):

1. Can the proposed project or project components be located in a lower value wetland area?
☐ Yes ☒ No If not, explain in detail why not? (Refer to appropriate resource mapping or functional value assessment.)

No fill would be placed in wetlands. The proposed relocation site avoids the higher value wetlands that would be impacted if the existing airport were expanded.

1.a. If yes, would construction affect other protected resources (e.g., cultural resource, federally listed or candidate species, bald eagles or other raptors)? ☐ Yes ☐ No Consult with the agency with jurisdiction or expertise if appropriate e.g., Corps, FWS, NMFS, ADF&G and SHPO.

N/A

1.b. Are there other project related impacts to this lower value wetland considered substantial (e.g., cultural resource, subsistence use or other socio-economic factors)? ☐ Yes ☐ No Consult with the agency with jurisdiction or expertise if appropriate.

N/A

2. In consideration of forecast changes in aircraft use, future airport projects, expected community growth and maintenance considerations, have facilities been sited to minimize wetland impacts?
☒ Yes ☐ No Has this been applied to all individual components of the airport (e.g., the runway, taxiways, aprons, lease lots, navigational aids)? ☒ Yes ☐ No

The project, as designed, has avoided wetland impacts. The contractor would be required to use best management practices to further minimize impacts to adjacent wetlands.

The USFWS has requested that prior to construction, construction limits shall be clearly delineated in the field. Use of construction vehicles shall be limited to the area within the staked construction limits.

In addition, sediment prevention and water quality control measures (silt fences) shall be placed and maintained along the toe of all fill areas adjacent to waters of the United States, including wetlands, to effectively isolate wetlands and waters from the construction area to prevent the introduction of sediments. These devices shall remain in place until fill and other exposed earthwork attributable to the project are stabilized and revegetated.

2.a. Can dimensions of facilities be traded off; i.e., length vs. width of the apron in order to lessen impacts? ☐ Yes ☒ No

2.b. Can the footprint of specific project components be a reduced i.e., steeper side slope on support facilities? ☐ Yes ☒ No

2.c. Can facilities be consolidated to minimize impacts? ☐ Yes ☒ No

2.d. Have existing roads, pads, runways and other facilities been incorporated into the design of the proposed project to minimize wetland impacts? ☐ Yes ☒ No

Upgrading the existing facility would involve the placement of fill in wetlands.

3. Have crossings of fish streams been located to minimize adverse impacts to the extent practicable? (Contact agencies with jurisdiction or special expertise as appropriate.) ☐ Yes ☐ No

N/A – no fish stream crossings proposed.

3.a. Have adverse affects to fish spawning habitat been minimized? ☐ Yes ☐ No

N/A

3.b. Have stream crossings been designed in accordance with the ADOT&PF/ADF&G culvert design and construction memorandum of agreement? ☐ Yes ☐ No

N/A

4. If the Regional Environmental Coordinator has determined that the project may adversely affect Essential Fish Habitat (EFH) list the preliminary EFH conservation measures.

N/A

5. Have abandoned pads, roads, runways and other fills associated with the airport project been considered for gravel re-use, rehabilitation, and/or restoration? ☒ Yes ☐ No

See Part II, number 6 above.

IV. Material Site Considerations:

Contractor supplied and commercial material sites are not subject to an avoidance and minimization review.

1. Has a material site been designated for the project? ☐ Yes ☒ No If yes continue, if no go to V.

The material sites are not “designated,” but are available for the contractor’s use. It is likely that the contractor would use one or more of three identified sites. The sites are shown on Figure 3 and are discussed in length under Section I.

1.a. If a new material site is required, have you considered locating and accessing material an adequate distance from the airport so that it can be reclaimed as wetlands or other wildlife habitat? ☐ Yes ☒ No

The sites are on ridges or hillsides and would not be reclaimable as wetlands. At the Ridge site, overburden material would likely be redistributed over the cut area.

1.b. Would a new site, located a safe distance from the airport, require a new road, resulting in additional wetland resource or community use impacts? ☐ Yes ☒ No

The proposed airport access road is adjacent to the material site and is in uplands.

Are there means to avoid a new access road? ☐ Yes ☒ No

See 1b above.

Would development of this new site result in more or less wetland impacts than a new or existing material site located closer to the airport? ☐ Yes ☒ No

None of the proposed material sites impact wetlands. The Ridge material site has been determined to be uplands. A 100' buffer would be maintained between the Weary River Access Road material site and each of the adjacent wetlands. Surface course material taken from the Loop Road material site would not require expanding the existing pit.

1.c. If a new or existing material site has been selected that would be located a safe distance from the airport and requires minimal additional road building, has a mine reclamation plan been developed? ☐ Yes ☒ No

The contractor will develop a mining reclamation plan prior to excavation.

If located an appropriate distance from the airport, can the material site be reclaimed to provide open water habitat such as shallows, islands, and irregular shorelines? (Consult agencies with jurisdiction or special expertise.) ☐ Yes ☒ No

The sites are on ridges or hillsides and would not support open water habitat. The only water supply to the area would come from occasional runoff or snowmelt.

1.d. Has geotechnical and hydrological information been collected and used to maximize gravel exploitation while minimizing wetland impacts (e.g., mining deeper, adjusting material site boundaries, and using portions of the pit for temporary stockpiling of material)? ☒ Yes ☐ No

The Ridge material site was sized to encourage the contractor to excavate deeper rather than expanding the lateral extents.

1.e. Has a long-term material site been considered? ☒ Yes ☐ No

The project proposes to use material sources previously identified by BBNC. BBNC expects to continue use of these sites for future community projects.

If so, can a portion of the site be closed and reclaimed at the end of this project? ☒ Yes ☐ No

The material sites are privately owned. Prior to engaging in mining operations, the contractor would develop a reclamation plan for each material source in cooperation with the landowner based on the planned future use and in compliance with DNR requirements under AS 27.19 and 11 AAC 97 and the "DOT&PF General Development Guidelines for Material Sites" (attached).

V. Additional Material Site Considerations:

1. Will project overburden be stockpiled (preferably in uplands) for use as "top soil" or in reclamation of material sites or previously disturbed areas?

Yes, clearing/grubbing waste would be stockpiled. The contractor would either leave it in place, grade and seed, or place it in the excavated area, depending upon the landowner's intent for future development.

2. How will access roads and other fills associated with the material site be restored upon project completion?

The main road for hauling materials would be the site of the proposed access road to the airport. This road would remain in use as part of the final project when no longer needed for material hauling. Other roads needed would either be existing roads or developed within the material site itself.

3. Can development of the material site be timed to avoid or minimize affects during spawning, migration and nesting periods? (Consult agencies with jurisdiction or special expertise.)

☒ Yes ☐ No

To prevent impacts to nesting birds, the USFWS has requested that no vegetation clearing, fill placement, excavation, or other construction activities be conducted between April 15 and July 15 except at sites which have been sufficiently disturbed or altered (e.g., with fill, plastic, or other materials that will cover nesting habitat) by April 15 to eliminate suitable nesting habitat.

In addition, to protect adjacent habitat, all cuts, fills, slopes, and other exposed earthwork attributable to the project shall be stabilized to prevent erosion either during or after construction. Following construction, exposed slopes shall be revegetated using species native to the local area.

Shawna Laderach

From: Robertson, Donna [DGROBERTSON@mactec.com]
Sent: Monday, November 15, 2004 9:36 AM
To: Shawna Laderach
Cc: Steve Becker; Royce Conlon; Miller, Elizabeth
Subject: RE: Manokotak Airport

Hi Shawna,
I apologize for the delay in getting back to you on this. I have been out of town.

I compared the drawing you sent to our wetland delineation report. As I am sure you are aware, we did not evaluate an alternative road route on the east side of wetland 2. Because of the length of the road route and thick vegetation, our wetland delineation focused on the area proposed for development at the time of the survey. However, our wetland delineation did thoroughly evaluate the habitats in the project area, including several "esker-like" geologic features near the north end of the R3 runway (sample site M34). The road alignment you sent appears to cross one of these features near the north end of wetland 2. These features did not have wetland hydrology or soil during the wetlands survey, so are not wetlands.

* Based on my review of the modified road alignment and apron location, the aerial photography, and our wetland delineation report, I believe that it is likely that the new alignment/location will not affect wetlands. To be completely sure, an additional wetlands survey would need to be completed. I am not advocating another field survey, but I cannot say definitively that there are no wetlands when we did not sample the area.

I hope this helps, let me know if you need any additional information or have any other questions.

Cheers,
Donna

Donna Robertson
dgrobertson@mactec.com
907-261-7408

-----Original Message-----

From: Shawna Laderach [mailto:ShawnaLaderach@PDCENG.US]
Sent: Monday, November 08, 2004 1:53 PM
To: Robertson, Donna
Cc: Steve Becker; Royce Conlon
Subject: Manokotak Airport

Donna-

Attached is a graphic of the Manokotak Airport alignment.

We need to confirm that the Survey conducted by Mactec included the area under consideration for a new apron location and road alignment. The new alignment is east of the old alignment on the graphic. We are pretty sure it's covered because our facilities locations were preliminary when you went out. If you have any questions, please don't hesitate to call..

Thanks

-Shawna



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
P.O. BOX 6898
ELMENDORF AFB, ALASKA 99506-6898

05 NOV 2004

Regulatory Branch
North Section
POA-2003-970-8

RECEIVED

NOV 09 2004

Central Region Design Section

Mr. Dan Golden
Alaska Department of Transportation
and Public Facilities
P.O. Box 196900
Anchorage, Alaska 99519-6900

Dear Mr. Golden:

This is in response to your October 15, 2004, letter requesting a Department of the Army (DA) jurisdictional determination for the proposed ridge top material site located approximately 7 miles southeast of Manokotak, Alaska.

In an April 12, 2004, letter, we approved of the wetland delineations prepared by MACTEC Engineering and Consulting for the proposed Manokotak airport relocation and improvement project, with the exception of the ridge top material site. In that letter, we requested the proposed ridge top material site be re-sampled using methodology outlined in the Corps' 1987 Wetland Delineation Manual (1987 Manual).

On September 14, 2004, Alaska Department of Transportation and Public Facilities employees re-sampled the area using the 1987 Manual methodology and concluded the proposed material site is upland. We concur with that conclusion and have determined that your proposed ridge top material site would not involve placement of fill material into waters of the United States (U.S.) under our regulatory jurisdiction. Therefore, a DA permit is not required. However, should you decide to alter the method, scope, or location of your proposed activity, please contact this office for a determination of DA jurisdiction and, if applicable, the required DA authorization.

Your proposed project was reviewed pursuant to Section 404 of the Clean Water Act. Section 404 of the Clean Water Act requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including wetlands, prior to conducting the work (33 U.S.C. 1344).

For regulatory purposes, the Corps of Engineers defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Navigable waters of the U.S. are those waters subject to the ebb and flow of the tide shoreward to the mean high water mark, and/or other waters identified as navigable by the Alaska District.

Please be advised that land clearing operations involving vegetation removal with mechanized equipment such as front-end loaders, backhoes, or

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55313

Don Baxter /
Dan Golden /

Project File ②
Central File /

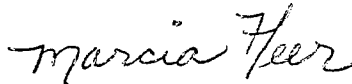
bulldozers with sheer blades, rakes, or discs in wetlands; or windrowing of vegetation, land leveling, or other soil disturbances are considered placement of fill material under our jurisdiction.

This approved jurisdictional determination is valid for a period of five (5) years from the date of this letter, unless new information supporting a revision is provided to this office before the expiration date. Should you desire to appeal this approved jurisdictional determination, please contact this office to request additional information on the Administrative Appeals Process.

Nothing in this letter shall be construed as excusing you from compliance with other Federal, State, or local statutes, ordinances, or regulations that may affect this work. For informational purposes, a copy of this letter is being sent to the agencies and individuals on the enclosed list.

We appreciate your cooperation with the Corps of Engineers' Regulatory Program. Please refer to file number POA-2003-970-8 in future correspondence or if you have any questions concerning this determination. You may contact me at (907) 753-2716, toll free from within Alaska at (800) 478-2712, or by mail at the letterhead address, ATTN: CEPOA-CO-R-N.

Sincerely,

A handwritten signature in cursive script that reads "Marcia Heer".

Marcia Heer
Regulatory Specialist

Copies Furnished:

Ms. Mel Langdon
Alaska Department of Environmental
Conservation
555 Cordova Street
Anchorage, Alaska 99501-2617

Project Coordinator
Department of Natural Resources
Office of Project Management
and Permitting
Alaska Coastal Zone Management
550 West 7th Avenue, Suite 1660
Anchorage, Alaska 99501-3568

Ms. Ann Rappoport
Field Supervisor
U.S. Fish and Wildlife Service
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605 West 4th Avenue, Room 62
Anchorage, Alaska 99501-2249

Supervisor
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222 West Seventh Avenue, # 43
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Ms. Judith Bittner
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State Historic Preservation Office
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Anchorage, Alaska 99501-3565

Mr. Richard B. Thompson
State of Alaska
Department of Natural Resources
Division of Land
550 W. 7th Avenue, Suite 900C
Anchorage, Alaska 99501-3577

Mr. Gary Prokosch
State of Alaska
Department of Natural Resources
Division of Water
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Ms. Robin Willis
Statewide Services
Alaska Department of Fish and Game
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Anchorage, Alaska 99518-1599

Alaska Operations Office
Environmental Protection Agency
222 West Seventh Avenue, # 19
Anchorage, Alaska 99513-7588

Office of Habitat Management & Permitting
Alaska Department of Natural Resources
555 W 7th Avenue, Suite 1430
Anchorage, AK 99501-3513

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION DESIGN & CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL

FRANK H. MURKOWSKI, GOVERNOR

4111 Aviation Drive
P.O. Box 196900
Anchorage, Alaska 99519-6900
(907) 269-0542 Phone
(907) 243-6927 Fax

November 10, 2004

Re: Manokotak Airport Relocation
Geotechnical Investigation
Project No. 55313

**Nationwide Permit 6-
Preconstruction Notification**

Don Rice
Regulatory Specialist
U.S. Army Corps of Engineers
Regulatory Branch-North Section
P.O. Box 6898
Elmendorf AFB, AK 99506-6898

Dear Mr. Rice:

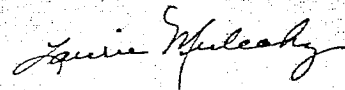
The Alaska Department of Transportation & Public Facilities hereby notifies you of our intent to use Department of the Army Nationwide Permit 6 [33 CFR 330, Appendix A, Part B(6)] to conduct materials testing in wetlands in support of a new airport near Manokotak (see map). This activity will be performed in conjunction with the preliminary design studies for the subject project.

The proposed reconnaissance-level field investigation involves the use of a CME Model 850 diesel powered track-mounted B24 auger drill rig (2,500 pounds with a 8-inch diameter auger drill), ATV's, and a minimal amount of brush clearing. Test hole locations shown on the enclosed figure are for planning purposes only, however, they will be located within the proposed airport or access road footprint. We estimate that approximately 32 test holes will be drilled over the proposed road alignment and airport site. Depths of the test holes are estimated to be within a range of 10 to 20 feet. Drill materials (less than 1 CY each) will be replaced in the drill holes following drilling.

The exploratory testing should take approximately three weeks to complete and we would like to begin in late November or early January.

If you have any questions or require additional information, please contact Dan Golden, Environmental Team Leader at 269-0537.

Sincerely,



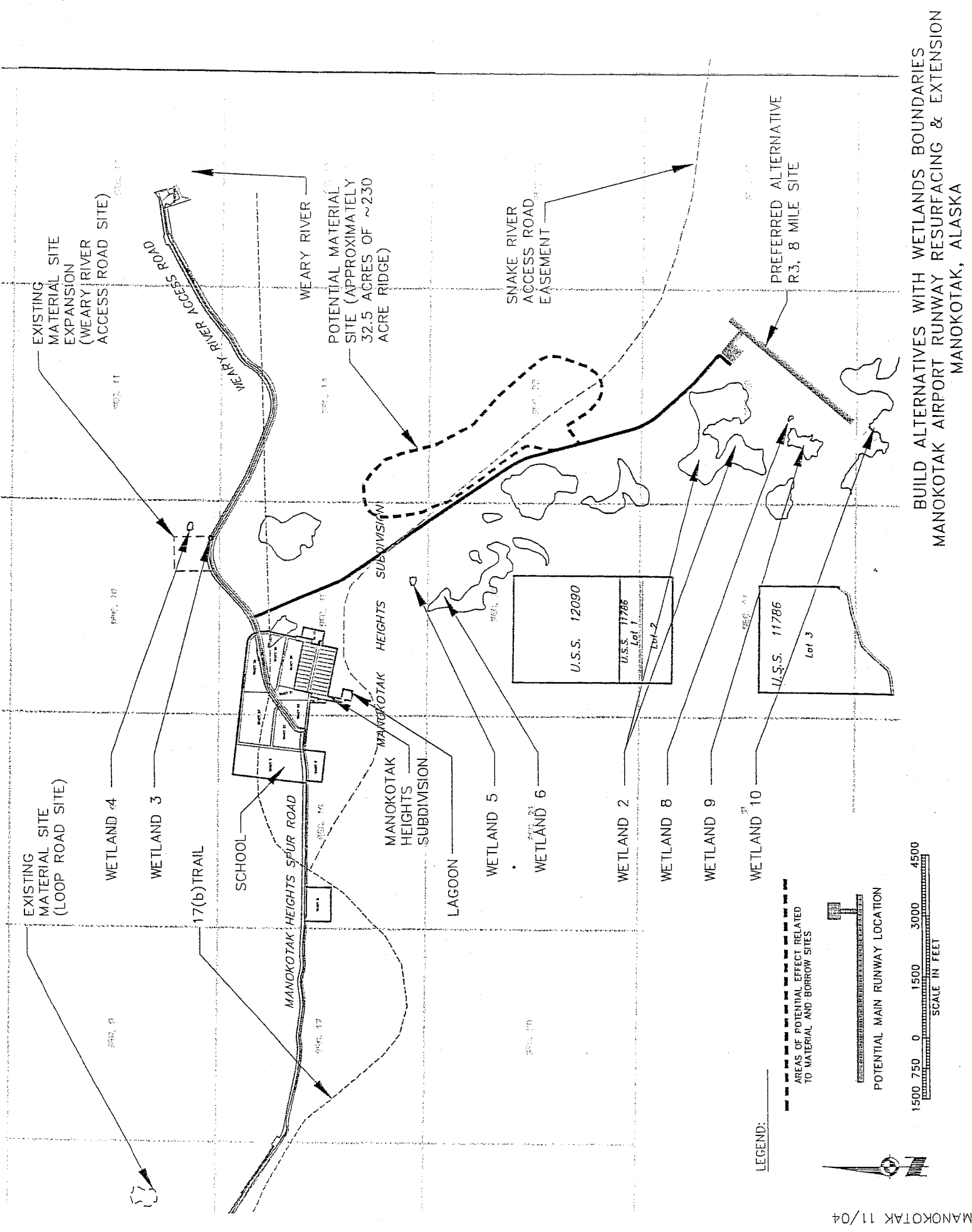
for:
Bill Ballard
Statewide Environmental Coordinator

Enclosures: Figures depicting materials exploration areas and wetlands (2)

cc w/attach: Stefanie Ludwig, Archaeologist, SHPO
Don Baxter, P.E., Project Manager, Aviation Design
Carol Sanner, Permits Officer, PD&E
Barry Benko, Engineering Geologist, Statewide Materials

cc w/o attach: Dan Golden, Environmental Team Leader, PDE
Sarah Masco, Environmental Analyst, PDE

"Providing for the movement of people and goods and the delivery of state services."



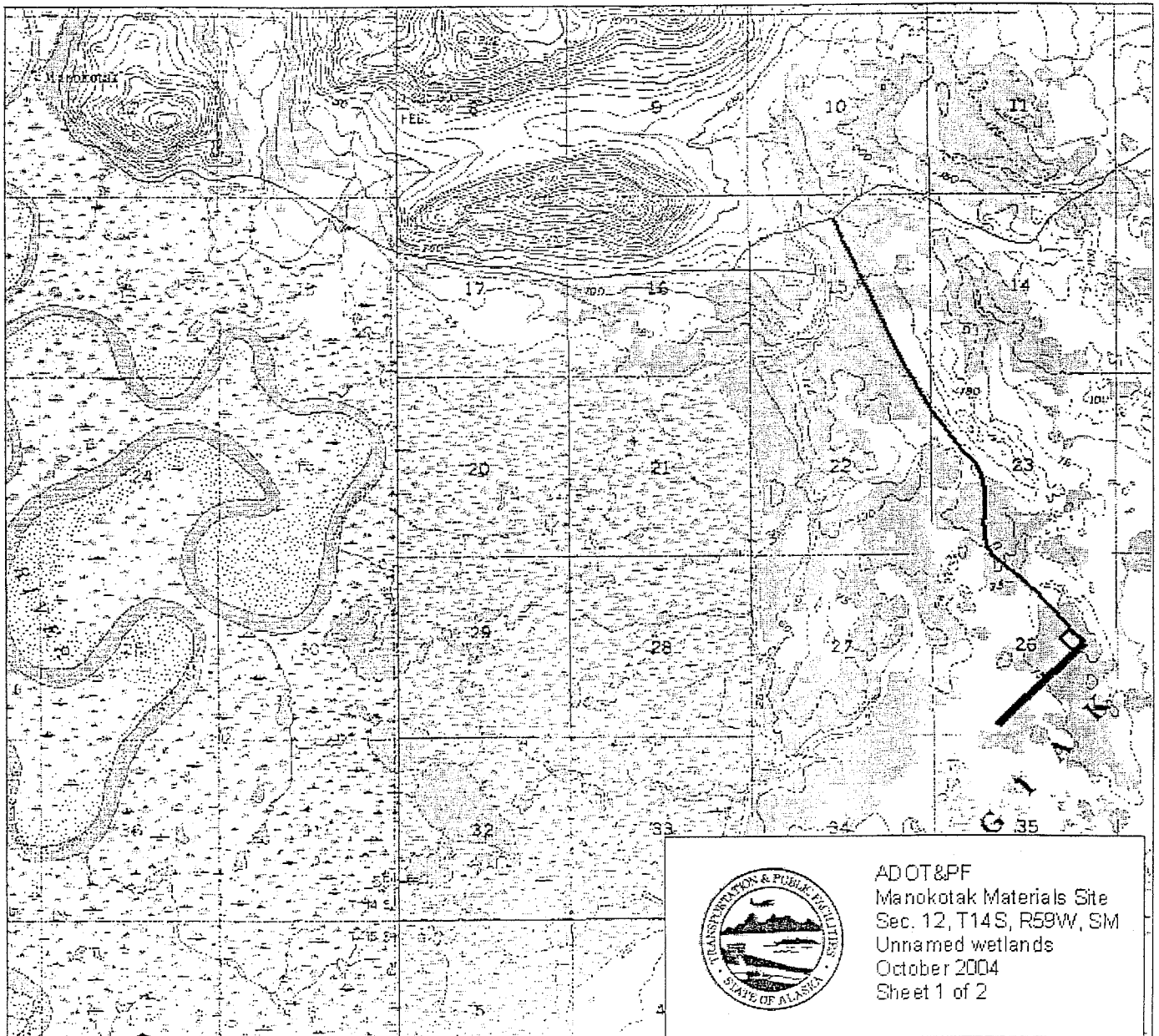
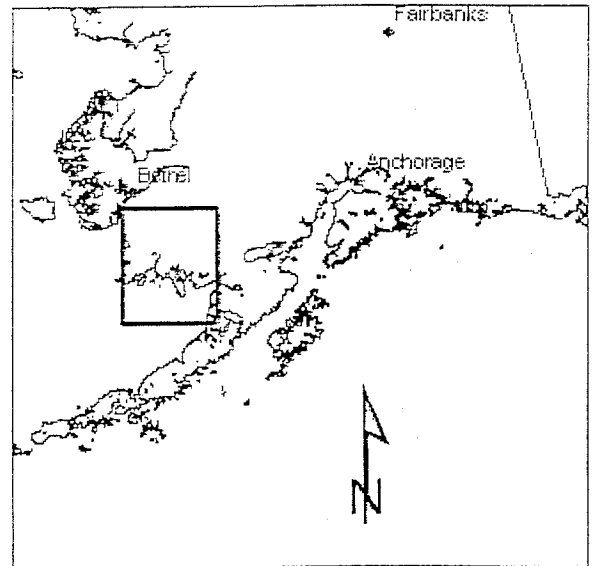
BUILD ALTERNATIVES WITH WETLANDS BOUNDARIES
MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION
MANOKOTAK, ALASKA

Manokotak and Vicinity

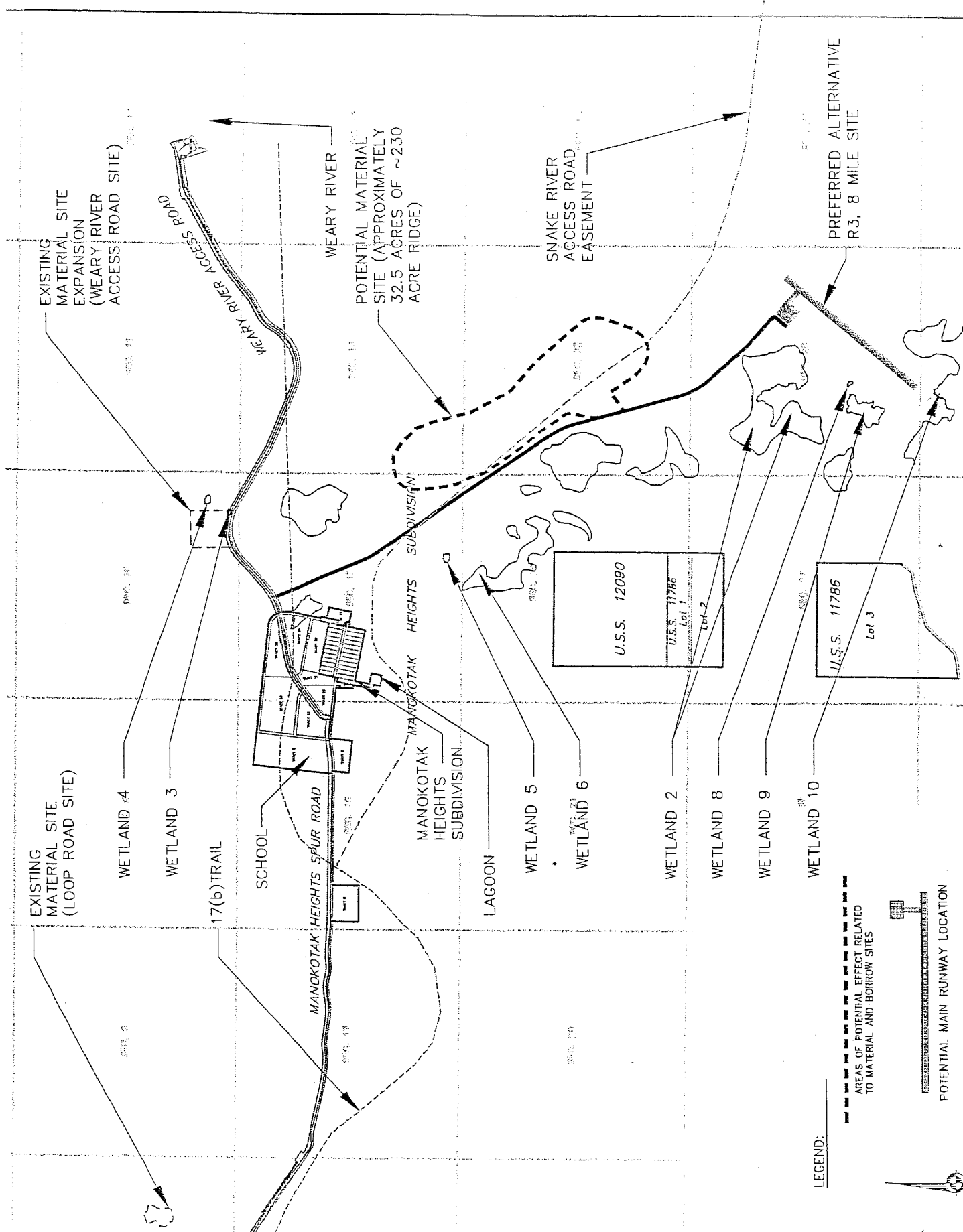
Legend

- Area of Geologic Investigation
- ★ Manokotak

0 0.375 0.75 1.5 Miles



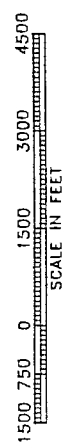
ADOT&PF
Manokotak Materials Site
Sec. 12, T14S, R59W, SM
Unnamed wetlands
October 2004
Sheet 1 of 2



LEGEND:

--- AREAS OF POTENTIAL EFFECT RELATED TO MATERIAL AND BORROW SITES

POTENTIAL MAIN RUNWAY LOCATION



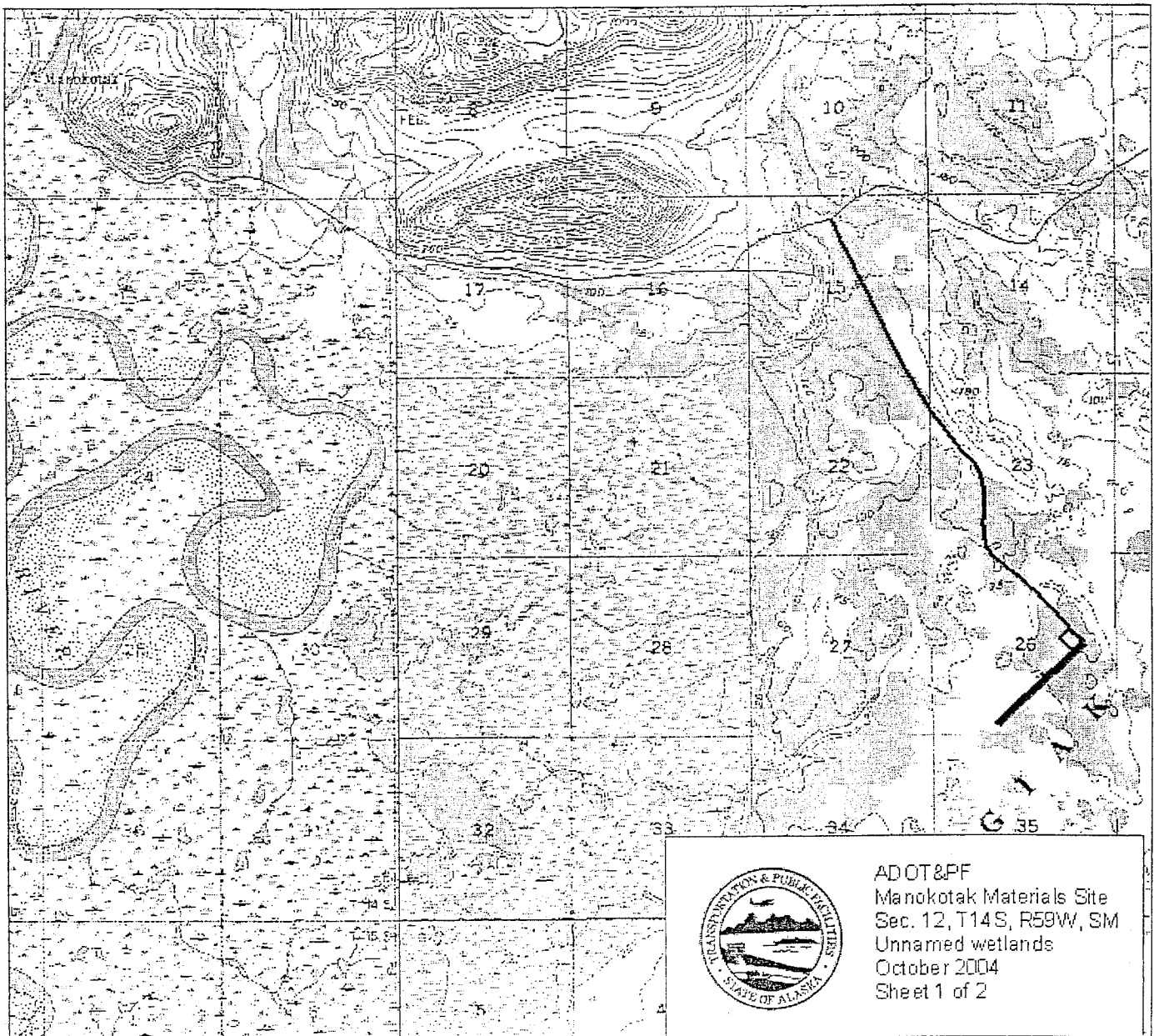
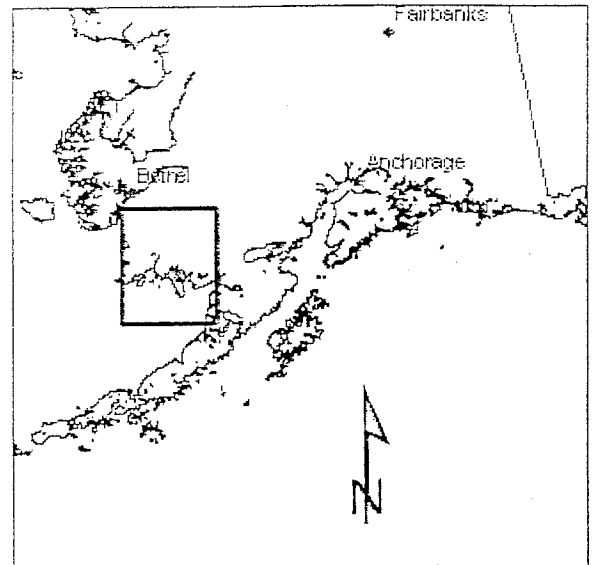
BUILD ALTERNATIVES WITH WETLANDS BOUNDARIES
MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION
MANOKOTAK, ALASKA

Manokotak and Vicinity

Legend

- Area of Geologic Investigation
- ★ Manokotak

0 0.375 0.75 1.5 Miles



ADOT&PF
Manokotak Materials Site
Sec. 12, T14S, R59W, SM
Unnamed wetlands
October 2004
Sheet 1 of 2

CF PF RF

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION DESIGN & CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL

4111 Aviation Drive
P.O. Box 196900
Anchorage, Alaska, 99519-6900
(907) 269-0542 Phone
(907) 243-6927 Fax

October 15, 2004

Re: Manokotak Airport Runway
Resurfacing and Extension
Project No. 55313

DA Project No. 4-2003-0970

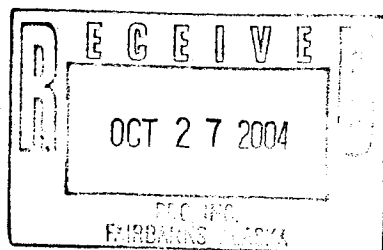
JURISDICTIONAL DETERMINATION REQUEST

Mr. Don Rice
Lead Project Manager
U.S. Army Corps of Engineers
Regulatory Branch
P.O. Box 6898
Elmendorf AFB, AK 99506-6898

Dear Mr. Rice:

The Department of Transportation and Public Facilities (ADOT&PF) hereby submits the enclosed Wetlands Delineation for your approval in accordance with the January 10, 2003 Memorandum of Agreement (between our agencies and others) Regarding Impacts To Wetland And Other Aquatic Resources, Mitigation And Airport Improvement Projects In Alaska. The ADOT&PF is proposing to relocate the airport (Alternative R3). The proposed ridge top materials site was surveyed again this fall and it was determined that the site is upland. As such, the mining of this materials site would not affect wetlands under Department of the Army jurisdiction. Your concurrence is requested.

If you have any questions or require additional information, please contact Dan Golden, Environmental Team Leader at 269-0537.



Sincerely,

Jerry O. Ruehle
Environmental Coordinator

Enclosure: Manokotak Airport Wetlands Delineation Report

CC: Don Baxter, P.E., Project Manager, Aviation Design
Royce Conlon, P.E., Project Manager, PDC



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
P.O. BOX 6898
ELMENDORF AFB, ALASKA 99506-6898

APR 12 2004

Regulatory Branch
North Section
POA-2003-970

Mr. Dan Golden
Environmental Team Leader
Alaska Department of Transportation and Public Facilities
P.O. Box 196900
Anchorage, AK 99519-1969

Dear Mr. Golden:

This is in response to your February 20, 2004 letter and subsequent submission of the *Manokotak Airport Improvements, Final Wetlands Delineation Report*, dated January 2004. You requested a Corps of Engineers' jurisdictional determination using information contained in the report.

The report was prepared by MACTEC Engineering and Consulting (MACTEC), based upon field investigations and undertaken in accordance with the Corps' 1987 Wetland Delineation Manual (1987 Manual), as required by us.

During an agency site visit to Manokotak on September 11, 2003, a representative of the U.S. Fish and Wildlife Service (USFWS) expressed concerns regarding MACTEC's wetland determination on the ridge identified by ADOT&PF as a potential material site. The USFWS biologist's observations and testing (made at that time) concluded that the material site ridge met wetland definition criteria. Plant communities as well as hydrologic and soil indicators were different from those noted by MACTEC scientists.

After a meeting to discuss the disparity on October 14, 2003, MACTEC changed the data sheets and wetland determinations on the ridge. We appreciate that the group intended to resolve the wetland determination disparity by forming a consensus to identify 1/3 of the ridge as wetlands and 2/3 as upland. However, we believe that new sampling at the ridge, undertaken in accordance with the 1987 Manual, is now necessary. In addition to assuring ADOT&PF correct compensatory mitigation payment, a definitive wetland determination would provide ADOT&PF's designers information to use in avoiding any wetlands; a requirement of the recent MOA between the Corps and ADOT&PF.

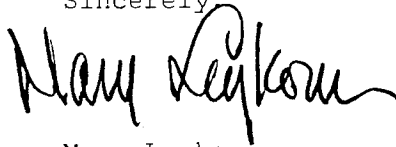
Consequently, the wetland delineations in the report are approved with the exception of the material site. This approved jurisdictional determination is valid for a period of five (5) years from the date of this letter, unless new information supporting a revision is provided to this office before the expiration date. Enclosed is a "Basis for Jurisdictional Determination" and a "Notification of Administrative Appeals Options and Process and Request for Appeal" form regarding this DA Approved Jurisdictional Determination.

The jurisdictional determination for the material site ridge will remain "Preliminary" until more information is obtained and a definitive determination re-submitted for our review and approval.

In deference to the project time line, we will accept a permit application which does not have the ridge material site wetland determination finalized. In doing so we will use the broadest wetland determination in considering impacts and special conditioning of any permit which might be issued prior to being provided a careful wetland determination on the ridge.

If you have any questions regarding this letter please phone me at (907) 753-2711 or by e-mail at mary.f.leykom@poa02.usace.army.mil.

Sincerely

A handwritten signature in black ink, appearing to read "Mary Leykom", with a stylized, cursive script.

Mary Leykom
Regulatory Specialist

Enclosures

BASIS FOR JURISDICTIONAL DETERMINATION

Applicant: ADOT&PF File #: POA-2003-970

The U.S. Army Corps of Engineers, Alaska District, Regulatory Branch has evaluated your project site to determine the presence or absence waters of the United States, including wetlands, which are subject to regulatory jurisdiction under Section 404 of the Clean Water Act and/or Section 9 and/or Section 10 of the Rivers and Harbors Act of 1899.

1. DETERMINATION:

A. ☒ This site has jurisdictional waters of the United States, which are defined in 33 CFR 328.3. Your site has:

(1) ☐ A waterway which is currently used, or was used in the past, or may be susceptible to use in interstate or foreign commerce, including all water which is subject to the ebb and flow of the tide (navigable water);

(2) ☐ An interstate water, including interstate wetlands;

(3) ☐ A water such as an intrastate lake, river, stream (including intermittent streams), mudflat, sandflat, wetland, slough, prairie pothole, wet meadow, playa lake, or a natural pond, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters:

- (a) ☐ Which are or could be used by interstate or foreign travelers for recreational or other purposes; or,
- (b) ☐ From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or,
- (c) ☐ Which are used or could be used for industrial purpose by industries in interstate commerce; or,
- (d) ☐ Other;

(4) ☐ An impoundment of water otherwise defined as a water of the United States under the definition;

(5) ☐ A tributary to a water identified in paragraphs (A)(1) through (4) above;

(1) ☐, (2) ☐, (3) ☐, and (4) ☐. <check the number as appropriate>

(6) ☐ A territorial sea;

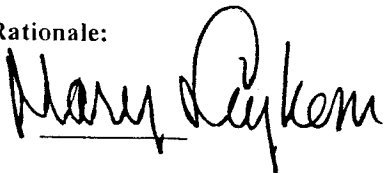
(7) ☒ A wetland adjacent¹ to waters (other than waters that are themselves wetlands) identified in paragraphs (A) (1) through (6) above: (1) ☒, (2) ☐, (3) ☐, (4) ☐, (5) ☐, (6) ☐; <check the number as appropriate>

B. ☐ Limits of jurisdiction: Section 10: pick list Limits: pick list

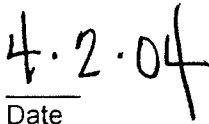
☒ Limits of jurisdiction: Section 404: pick list Limits: pick list

2. SOME INDICATORS SUPPORTING THE DETERMINATION: ☐ indicated as wetland on National Wetland Inventory map; ☒ aerial photography interpretation; ☐ wetland hydrology; ☐ soils listed as hydric on soils map; ☒ hydric soils, as determined by field inspection; ☒ hydrophytic plant community; ☐ adjacency to navigable or interstate waters; ☐ linkage to interstate or foreign commerce; ☒ other: Report prepared by applicant's consultant: "Manokotak Airport Improvements, Final Wetlands Delineation Report, January 2004"

3. Rationale:



Regulatory Specialist
North Section



Date

¹ Adjacency is defined in 33 CFR 328.3 (c) as "bordering, contiguous, or neighboring," with the further clarification that "[w]etlands separated from other waters of the U.S. by man-made dikes or barriers, natural river berms, beach dunes, and the like, are 'adjacent wetlands'."

CC:

Ms. Frances Mann, USFWS, Anchorage, Alaska 99501-2249

Ms. Donna Robertson, MACTEC Engineering and Consulting, 601 E. 57th Pl., Anchorage
99518

Ms. Royce Conlon, P.E., PDC Inc. Consulting Engineers, 1028 Aurora Dr., Fairbanks,
AK 99709

RECEIVED

APR 14 2004

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: **ADOT&PF**

File Number: **POA-2003-970**

Date: **4/12/04**

Attached is:

See Section below

	INITIAL PROFFERED PERMIT (Standard Permit or Letter of Permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of Permission)	B
	PERMIT DENIAL	C
X	APPROVED JURISDICTIONAL DETERMINATION	D
X	PRELIMINARY JURISDICTIONAL DETERMINATION (Material Site)	E

SECTION I: The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at: <http://usace.army.mil/inet/functions/cw/cecw/req-or> Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the District Engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the District Engineer. Your objections must be received by the District Engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the District Engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or, (c) not modify the permit, having determined that the permit should be issued as previously written. After evaluating your objections, the District Engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the District Engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the Division Engineer. This form must be received by the Division Engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the Division Engineer. This form must be received by the Division Engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION (JD): You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the Division Engineer. This form must be received by the Division Engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the Preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also, you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION

If you have questions regarding this decision and/or the appeal process you may contact:

Mary Leykom, Regulatory Specialist
Alaska District Corps of Engineers
CEPOA-CO-R-N
P.O. BOX 6898
Elmendorf AFB, AK 99506-6898
(907) 753-2712
(800) 478-2712 (toll free in AK)

If you only have questions regarding the appeal process you may also contact:

Commander
ATTN: ET-C/Michael Lee
USAED, Pacific Ocean
Building 230
Fort Shafter, HI 96858-5440

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Signature of appellant or agent.	Date:	Telephone number:
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Mail to:

Commander
ATTN: ET-C/Michael Lee
USAED, Pacific Ocean
Building 230
Fort Shafter, HI 96858-5440

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

CF PF RF

FRANK MURKOWSKI, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(907) 269-0542 or (907) 269-0528
(FAX 243-6927)

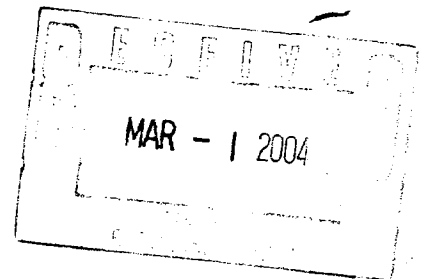
February 24, 2004

Re: Manokotak Airport Runway Resurfacing
And Extension
Project No. 55313

DA Project No. 4-2003-0970

JURISDICTIONAL DETERMINATION REQUEST

Ms. Mary Leykom
Regulatory Specialist
U.S. Army Corps of Engineers
Regulatory Branch
P.O. Box 6898
Elmendorf AFB, AK 99506-6898



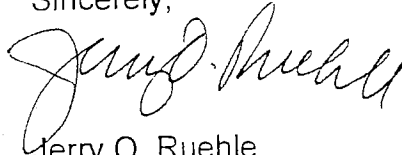
Dear Ms. Leykom:

The Department of Transportation and Public Facilities (ADOT&PF) hereby submits the enclosed Wetlands Delineation for your approval in accordance with the January 10, 2003 Memorandum of Agreement (between our agencies and others) Regarding Impacts To Wetland And Other Aquatic Resources, Mitigation And Airport Improvement Projects In Alaska. The ADOT&PF is proposing to either upgrade the existing runway (Alternative E1) or relocate the airport (Alternative R3). The airport relocation alternative (R1E) that was closest to the school has been eliminated due to safety concerns associated with sewage lagoon and possible future landfill conflicts. Ten wetland areas that may be affected by either build alternative were delineated in the report done by MACTEC Engineering and Consulting. Based on the report, it is our opinion that the proposed project alternatives would affect wetlands under Department of the Army jurisdiction. Your concurrence is requested.

In addition to mapping and classifying the wetlands, MACTEC assessed the functions and values of the wetlands in the study area. The potential material site located on the ridge near Alternative R3 has been delineated as a wetland/upland mosaic with 1/3 of the area considered wetlands and 2/3 considered uplands. Once a preferred alternative has been selected, a 404 Permit application will be submitted.

Thank you for your time and consideration. If you have any questions or require additional information, please contact Dan Golden, Environmental Team Leader at 269-0537.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jerry O. Ruehle".

Jerry O. Ruehle
Environmental Coordinator

Enclosure: Manokotak Airport Wetlands Delineation Report

CC: Don Baxter, P.E., Project Manager, Aviation Design
Royce Conlon, P.E., Project Manager, PDC